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FOR A CIRCUIT COURT.
Mr. Thomas Introduces the Bill in the Legislature.

RICHMOND, Jan. 15.—[Special]—Mr. Thomas, of Roanoke, introduced a bill re-arranging the Fifth and Fourteenth judicial circuits and creating the Eighteenth to be composed of the city of Roanoke and the county of Bedford. The provisions are that the circuit court shall be held for Roanoke city the second Monday in January, April, July and November, the days for Bedford to be filled in later. Roanoke city is to provide suitable room and offices, and the city of Roanoke and the county of Bedford may supplement the salary allowed by the State so that the judge shall receive twenty-five hundred dollars a year.

The senate to-day passed the bill appropriating \$3,200 for a capstone to the private soldiers' and sailors' monument, and the bill now goes to the Governor.

The amateur performances of "Pinafore" for the monument fund this week will not be at least \$2,000.

Senator Marshall introduced a bill incorporating the Potts Valley Railroad and Iron Company. The road may run from the Chesapeake and Ohio road, at or near Covington, and may connect with the Norfolk and Western in Giles county. The capital is from one to five million dollars.

The female physician bill has struck a snag in the senate and has even chances of being beaten.

The bill amending the mechanics' lien law is also having hard lines in committee. The lawyers are fighting the bill.

To Help Russia.
LONDON, Jan. 15.—[Special]—Mr. Christopher Furness, member of parliament for Hartlepool, has invited subscriptions from British ship owners to defray the cost of conveying to the Russian famine sufferers four million pounds of flour contributed in the United States.

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THE ENGINEERS IN SESSION.

Clarence M. Coleman Elected President.

James R. Schick the Secretary and Treasurer—Other Officers and Directors Elected—An Interesting Paper on the First Virginia Railroad—Oscar Saabye Reads a Paper on Road Building in Virginia, Which Provokes a Lively Discussion.

The first annual meeting of the Association of Engineers of Virginia convened at their headquarters in this city yesterday at 3 o'clock.

President Wingate was in the chair and after the minutes of the last monthly meeting had been read and approved he called for the report of the committee on ballots.

Mr. Oscar Saabye, chairman of the committee, reported that fifty-five ballots had been cast, but four of them were not legal and they had been returned to the secretary. The balloting closed at 12 o'clock yesterday and resulted as follows:

- For president:
Clarence Coleman..... 29
C. S. Churchill..... 16
G. R. Henderson..... 6
- For vice-president:
J. H. Wingate..... 23
J. C. Rawn..... 17
J. H. Pitts..... 10
- For directors:
M. E. Yeatman..... 33
J. E. M. Humphreys..... 33
W. E. Anderson..... 31
C. C. Cushman..... 29
E. T. D. Meyers, Jr..... 27
C. Coleman..... 23
J. E. M. Hancell..... 23
- For secretary and treasurer:
J. R. Schick..... 29
R. A. Cummings..... 2
C. H. Rice..... 2

President Wingate announced that Mr. Clarence Coleman had been elected president; J. H. Wingate, vice-president; M. E. Yeatman, J. E. M. Humphreys, W. E. Anderson and C. C. Cushman, directors; J. R. Schick, secretary and treasurer. On motion of Prof. J. H. Pitts the election was declared unanimous.

Secretary Newby read an invitation from Superintendent R. H. Soule, of the Machine Works, for the engineers to take a trip through the shops, which was accepted. An invitation was extended by Mr. Schick to visit the brewery, and this was also accepted.

Mr. E. C. Pechin, chairman of the committee having charge of the drafting of a new constitution and by-laws, read the report of that committee, although the matter will not be discussed until to-day.

The new constitution is a radical change from the old one and provides for three meetings a year instead of the monthly meetings as heretofore. The new constitution is copied after that of the American Institute of Mining Engineers.

The meeting then adjourned until 8 o'clock, the members availing themselves of the invitations extended to them in the interim.

Prior to the evening session the board of directors held a meeting and elected the following new members: S. Henry Jencks, Richlands, Tazewell county; Edward P. Lee, Lynchburg; Wm. George Houston, assistant city engineer of Roanoke; R. H. Soule, superintendent of motive power of the Norfolk and Western railroad.

The night session was devoted to the reading of papers by Prof. James H. Pitts and Mr. Oscar Saabye. Professor Pitts read the first paper, which he said was a correction to a paper read by Mr. Clarence Coleman at Virginia Beach on July 23, in which he said that the first railroad in Virginia was the Richmond and Fredericksburg, and was built in 1831. Professor Pitts' paper was listened to with great interest by the association and is as follows:

A paper read before the Association of Engineers of Virginia by Mr. Clarence Coleman at Virginia Beach on July 23, 1891, makes the Richmond and Fredericksburg railroad, built in 1834, the first in the State. The writer is in error. In 1832 a road was constructed from Petersburg to Weldon, sixty miles, which was the first in the South and one of the first in the United States. Mr. Moncure Robinson was the builder of this road, as well as of the Richmond and Fredericksburg, but his chief assistant, Mr. Henry D. Bird, really carried on the work, as Mr. Robinson was also at the time constructing several short railroads in Pennsylvania.

Mr. Bird became manager of this road at its completion, and afterwards president, remaining in this office many years. He was superintendent of the Southside railroad during the war, and did no small service to the Confederacy in that capacity. Some extracts from his letters in the early days will prove not uninteresting. Unfortunately these letters are to the young lady whom he afterward married, and do not contain much about engineering.

Explaining what a railroad is: "The object of a railroad, then, is to interpose a smooth surface for the wheels to run on, and we accomplish this by laying beams of wood or iron perfectly straight, parallel and solid for the wheels to run on. Where a railroad is very level and straight we place a steam engine on wheels to draw the load, and as steam of prodigious force can be employed, it is plain, provided the road is light, we can go along as swift as the wind. It makes a horrible noise, however."

September 14, 1832, he wrote: "I have been more pleased to-day than I have been since that happy time I saw the first dollar I had earned by the sweat of my brow. We set a locomotive engine running for the first time. The first one that was ever dreamed of here and everything went off as smooth as grease. I would have done your

heart good to have seen the negroes grinning as the wonder began to move, but as it passed on like a thunder cloud, free of smoke and fire, they fairly yelled with astonishment."

November 24, 1832. "The other day I went out with a company of soldiers, some twenty or thirty ladies and other lumber on the railroad, and when we started to come home I found to my utter dismay our engineer (the fellow who manages my Pot) in the fifth Heaven—that is to say, drunk as the very devil. What was to be done? All eyes were turned on me; we were thirty miles from home, and the women began to fancy they were all to be murdered. An engine cannot be driven like a horse, and I don't suppose there was a man nearer than New York who could manage one. See what a little boldness can do. I kicked the drunken villain off the engine, and admonishing everyone to take care of his neck, I took charge myself. I blistered and blackened my hands, but gained immortal honor among the innocents who fancy an engine as little less than the devil."

In 1839, to his brother: "I am about publishing for the edification of the pudding heads a letter proving how egregiously they have been humbugged in the matter of railroads. Or, in plain English, I am asking for higher rates of transportation on our roads. I shall get them, and if the times were not so sadly out of joint would get half a million to boot to lay our tracks with heavy iron. These wooded railroads are the hardest things a man ever had dealings with. I believe I shall be the first to open the eyes of the public to their demerits, and if another one of the kind is ever made, it won't be my fault."

Mr. Clarence Coleman admitted that his statement was an error. Some months ago he corresponded with Major Whitcomb on this subject and he first called his attention to the mistake. The major said he had always been under the impression that the Richmond and Fredericksburg railroad was the first passenger railroad in the State, but found in Poor's Manual that the Petersburg and Weldon was the first.

Mr. Oscar Saabye's paper was on public highways and roads in Virginia; their construction and maintenance. Mr. Saabye spoke of the excellent roads in England and France, and said that this country was far behind other countries in this respect. The roads in Virginia are about in the condition of the English roads at the beginning of the eighteenth century. In fact, they are nothing but mud holes.

The writer gave a splendid description of road-making, and favored the employment of skilled engineers in constructing them. He thought that the roads should be built with macadam, and thought that a road forty feet wide would be of the proper width.

He thought that limestone would be a good thing to use in the construction of the roads. He also claimed that the maintenance of a road is equally, if not more important, than the construction of it. No matter how well roads are built unless they are well looked after they will soon be in bad condition. The State should be put in control of all common roads. An engineer should be appointed to look after the maintenance of these roads and he should be allowed to appoint assistants who would be paid a good salary. For every five or six miles of road there should be a salaried roadman.

Mr. Saabye's paper provoked a general discussion, which was participated in by Messrs. Pechin, Saabye, Yeatman, Rice, Cummings, Pitts, Churchill, Osborne, and Humphreys. Mr. Pechin said that only day before yesterday he read an extract from a London paper that to him, as a resident of Roanoke, gave great satisfaction, because there seemed so many places as muddy as Roanoke. The clipping gave an account of the visit of gentlemen residing in London to Liverpool. This gentleman was walking along the street and saw a hat lying on top of the mud. He hit the top of the hat with his cane and was surprised to see that a man's head was under it. He asked the man what he was standing in the mud for and received the following answer:

"Standing thunder. I am sitting on top of an omnibus."

This joke brought Mr. Yeatman to his feet, who said that as a former resident of Liverpool he would like to put in a good word for its streets. When he left there about seven years ago they were considered the finest paved in the world, and if there was any foundation for the story related by Mr. Pechin they must have degenerated terribly since that time.

Mr. Pechin did not agree with Mr. Saabye in regard to the use of limestone and in this he was indorsed by Mr. Churchill and Mr. Osborne.

The discussion brought to light some very valuable suggestions in regard to the building and maintenance of county roads. The association is unanimous that the roads should be improved at once and the only question is how this improvement can best be effected.

After the discussion of Mr. Saabye's paper the association adjourned until 11 o'clock this morning when the routine business will be transacted.

Spain and France Fail to Agree.
MADRID, Jan. 15.—[Special]—Negotiations between Spain and France for a treaty of commerce have failed of result. After the first of February next the maximum tariff of each country will be applied to imports from the other. In the chamber of deputies last night Senor Silveira, minister of the interior declared that Spain had received no offers to join Zollverein. The government, he said, did not intend to enter into a league with the power. The chamber adopted the government bill prolonging the existing of commercial treaties.

A Celebrated Sculptor Dead.
ROME, Jan. 15.—[Special]—Randolph Rogers, the celebrated American sculptor, whose serious illness from pneumonia was announced a few days ago, died to-day at his residence, Rogers villa, in this city.

MR. HOLMAN GETS IN HIS WORK.

Puts the House on Record for Economy.

His Anti-Subsidy Resolutions Adopted by an Overwhelming Majority—A Division in the Vote, and the Last and Most Rigid of the Resolutions Opposed by a Few Democrats—A Day Appointed for the Lee Memorial Addresses.

WASHINGTON, Jan. 15.—[Special]—In the House to-day the following bills were introduced and referred:

By Newberry, of Illinois, to test the method of spelling schools and appropriating \$100,000 to establish a spelling school at the World's Fair.

By Lane, of Illinois, placing salt, lumber, nails, cotton ties, binding twine and agricultural implements on the free list.

By Snodgrass, of Tennessee, to place salt on the free list.

By Smith, of Arizona, for the admission of Arizona as a State.

By Taylor, of Tennessee, for public buildings at Bristol and Morristown, Tenn.

On motion of Mr. Meridith of Virginia, February 6 was set aside for the delivery of eulogies on the late Representative Lee, of Virginia. The House then resumed the consideration of unfinished business.

The unfinished business of yesterday, being the motion to reconsider the vote by which the previous question was ordered on Mr. Holman's resolutions, was taken up. Mr. Holman withdrew his motion to reconsider, saying that he had come to the conclusion that the second resolution was broad enough to cover any and all proper legal appropriations. It would include all such legislation as private pension bills and the like.

Mr. Henderson, Iowa, inquired whether a separate vote could be had on each resolution, and, on receiving an affirmative reply, demanded division of the question. This demand, after consultation with Mr. Dingley, of Maine, he withdrew, but it was immediately repeated by Mr. Tracy, of New York, so the question was taken on the first resolution, which reads as follows:

Resolved, That, in the judgment of this House the granting of subsidies or bounties by Congress in money, public lands, bonds, or by indorsement, or by pledge to the public credit to promote special private industries or enterprises of corporations independent of the question of the constitutional power of Congress to make such grants, is unjust and impolitic and in manifest conflict with the spirit of our republican institutions, as it directly tends to create and foster the wealth of the favored classes at the expense of the people who bear the burdens of the Government, and manifestly furnish undue facilities for the enlargement of great private estates—a policy the Government of the people cannot justly or safely encourage by any form of favoritism in legislation.

It was adopted—yeas 229, nays 40. The question was then taken on the second resolution, Mr. Lynch, of Wisconsin, making a vain effort to present a substitute. The resolution is as follows:

Resolved, That in view of the present condition of the treasury, and because efficient and honest government can only be assured by frugal expenditure of public money, while unnecessary and lavish expenditures under any and all conditions leads to venal and corrupt methods in public affairs, no money ought to be appropriated by Congress from the public treasury except such as is manifestly necessary to carry on the several departments frugally, efficiently and honestly administered.

The resolution was agreed to. Yeas, 164; nays, 93.

The House then took up for consideration the report of the committee on accounts, assigning clerks to various committees of the House, and discussion ensued as to whether there was extra vacancies in these assignments.

After a long debate the minority substitute providing for twenty-four clerks was defeated. Yeas, 84; nays, 164, and the majority report, which provides for thirty-seven clerks was agreed to.

Ryan, of Illinois, who has been absent on account of sickness, was then sworn in, but his health was so feeble that he was obliged to take the oath of office from his seat.

Mr. Hatch introduced a bill amending the Presidential succession act, so as to add the office of Secretary of Agriculture after that of Secretary of the Interior. Referred.

The House then adjourned to Monday.

A Murderer Arrested.
BLUEFIELD, Jan. 15.—[Special]—Robt. Graves, colored, alias William Dilliard, who murdered a man in Asheville, N. C., in 1881, and who was arrested and sent to the penitentiary for ten years, but afterwards escaped, was arrested here to-day by Detective C. C. Gale, of W. G. Baldwin's railroad force and mine police. Graves will be taken to Raleigh to serve out his term. He was employed on the Norfolk and Western at this place.

The Illinois Republican Convention.
CHICAGO, Jan. 13.—[Special]—The Republican State central committee has called a State Republican convention, to meet at Springfield on the 4th of May next. It has been decided that 1,235 delegates shall compose the convention.

Speaker Crisp Not So Well.
WASHINGTON, Jan. 15.—[Special]—Speaker Crisp was not so well this morning, having passed a less restful night than usual of late. There was no serious change in his condition, however.

IN A WRECK.

Two Members of an Opera Company Killed.

MINNEAPOLIS, Minn., Jan. 15.—[Special]—A special from Brainard, Minn., to the Journal, says that frightful railroad accident occurred on the Northern Pacific road seven miles east of Brainard, at 4 o'clock this morning.

The second section of No. 9, with the Andrews Opera Company on board, left West Superior at midnight for Grand Forks. Near Jonesville the train struck a broken rail, the engine and baggage car passing over in safety, but the sleeping car was derailed and ran some 300 feet on the ties when it toppled over, breaking loose from the train and went down an embankment some five feet high, lying on its side.

It was soon on fire and two of the inmates were killed or burned to death. They were Mrs. Ed. Andrews and Mrs. Lillie Was, members of the troupe. Their charred bodies were taken from the debris after the fire burned itself out. By the aid of train hands all the other inmates were gotten out, but most of them were badly burned and otherwise injured.

Florence Joy was severely burned on the back and head and will probably die. May Douglass was burned on the head and arms, but will probably recover. Miss Letitia Fritch was burned on the hands and arms and Mrs. L. F. Barker, shoulder dislocated. Miss Marie Ros was slightly burned and bruised. Geo. Andrews was burned on the arms. Miss Ella Harris was burned on the neck and arms. J. C. Taylor was cut and bruised. H. Allen was burned on the neck and Fred Allen was bruised. Miss Jo Shearer was slightly burned. L. F. Barker was burned on the hands and face.

Miss Douglass, when she was brought from the car, was literally enveloped in the flames, her hair being on fire. The members of the company lost all they possessed, except stage clothes, including musical instruments, watches and money. Even the night clothing was burned from their persons.

VIRGINIA BANKS INVOLVED.

Considerable Losses on Account of the Nicholson Failure.

BALTIMORE, Md., Jan. 15.—[Special]—Several Virginia banks involved in the Nicholson bank failure were in the city to-day.

Said one of them: "The Nicholsons have had a sort of monopoly in our State and have had correspondents in most of the country towns. Our banks will lose \$7,000 or \$8,000. We will be hurt, but not crippled, and that is the case with most of the houses of like character."

The news has caused great commotion in Virginia banking circles, and the blow will not be a light one.

Another said: "I am here to try and find what condition the bank's affairs are in, and I questioned and cross-questioned everyone connected with it, but have not learned a solitary thing. I pleaded with the trustees to give me at least an approximate idea of the liabilities and assets, but, although they knew I had come a long distance and had a great deal at stake, not a word of assurance of any kind could I get."

GARZA'S MEN MOVING.

A Band of Mexicans Try to Rob a Silver Mine.

SAN ANTONIO, Jan. 15.—[Special]—The following dispatch from Maj. Morris, in command at Fort McIntosh, has been received by Col. J. P. Martin, adjutant general of this military department.

"It is rumored that a large party of revolutionists, or Garza men, left San Angelo, Tex., about January 6 or 7, headed for Del Rio, Tex. I give this for what it is worth. The town of San Angelo is in Tompkins county, fully 150 miles from border. It has a large Mexican population which has been known all along as pronouncedly in sympathy with the Garza movement."

MARIA, Tex., Jan. 15.—[Special]—Wednesday night an attempt was made by an armed body of Mexicans to rob the Cibola silver mines at Shafter. The robbers were surprised by Texas rangers. They resisted stubbornly and were only put to flight after three of them had been killed.

To Fight the Tobacco Trust.

ST. LOUIS, Jan. 15.—[Special]—A morning paper says that a movement is on foot to organize a new company to fight the American Tobacco Cigarette Trust. A. De Young, of the Drummond Tobacco Company, of this city, is the father of the movement. One million dollars will be the new company's capitalization, and \$300,000 worth of new cigarette machines have already been purchased.

Crushed to Death by Cars.

NEWPORT NEWS, Va., Jan. 15.—Yardmaster T. R. Taylor, of the Chesapeake and Ohio road, was instantly killed this afternoon while superintending the churning together of two cars, whose coupling apparatus had been broken. He and his colored assistant were caught between the cars. Mr. Taylor was instantly killed by having his chest crushed and the colored man was seriously injured.

A Boy Killed by a Train.

RICHMOND, Va., Jan. 15.—A young man named Michaud, son of Delegate Michaud, of the legislature, from Powhatan county, was accidentally run over and killed to-night at the railroad crossing in Manchester by the cannon ball train on the Atlantic Coast Line.

Assignment at Lynchburg.

LYNCHBURG, Va., Jan. 15.—J. A. Campbell, a grocery merchant, made an assignment to-day. Liabilities about \$2,500.

THE CRISIS DRAWING NEAR.

Chili Shows No Disposition to Change Her Attitude.

The President to Send a Message to Congress Tuesday or Wednesday, With the Entire Diplomatic Correspondence and the Result of the Investigations at Valparaiso, Cal.—The Government Expected to Take Very Positive Grounds.

WASHINGTON, Jan. 15.—[Special]—The President to-day concluded his examination of the diplomatic correspondence in the Chilean controversy and sent the document back to the State Department.

At a cabinet meeting, which was comparatively brief, lasting but an hour and a half, he announced this fact and indicated that the next step in the case would not be long delayed. The whole matter was discussed in general, but no action was taken, as there is nothing to be done until the correspondence has been published.

It is ascertained that the President will accompany transmission of correspondence by message upon the subject that will probably go over ground of entire controversy and advance certain propositions that will define the attitude of the administration in a very positive manner. In view of the general belief that the President is considerably aggrieved at the position taken by Chili, this message is expected with more than usual interest.

In his annual message the President made two promises, one conditional and one absolute. The latter was that he would at an early date transmit the correspondence; the former that in case Chile took needless time in answering he would send a special message. It is understood to-day that he has determined to combine these two and send his message simultaneously with the document.

The expectation is that he will have the message ready so that it can be submitted to Congress at its meeting Tuesday next, and it is therefore thought that the earliest time that it can be sent to Congress will be Tuesday afternoon or probably Wednesday morning, as it is usual for such communications to be made to Congress as soon as possible after the opening of the days session.

The Government investigation into the attack upon the Baltimore's sailors, conducted by Judge Advocate General Remy at San Francisco, having come to an end, there is now no reason why the facts thus elicited, which would seem to greatly strengthen the Government's case, should not be incorporated in the documents sent to Congress, especially as portions of the testimony have been mailed to Washington from day to day, and the last batch of evidence should be here in a few days.

In addition to this Colonel Remy has wired a daily report of the proceedings to the Navy Department, and thus the President has had before him a complete synopsis of the result of the investigation of which he will make use under any circumstances, whether or not all the testimony shall be received in time to accompany the correspondence.

A cable message was received at the Navy Department to-day from Commander Evans of the United States steamer Yorktown, at Valparaiso, but Secretary Tracy said it contained no information of importance. It is said at the Navy Department that it is not true that the Miantonomoh and Newark have been ordered to the West Indies.

Senor Montt, the Chilean minister, had a short interview with Secretary Blaine to-day, but it is understood he had nothing to communicate indicating a change of policy on the part of Chili.

MURDERED AND ROBBED.

Jerry Barbour Killed on the Highway Near Walsboro.

ROCKY MOUNT, Va., Jan. 15.—[Special]—A murder and highway robbery was committed six miles south of here, near Walsboro, last night. Jerry Barbour, an old man who had been drinking and who was en route to his home a few miles distant from that point, was shot on the roadside and instantly killed.

A young man eighteen years of age named Robertson, of North Carolina, was last seen with Barbour and was arrested by Sheriff Price to-day. Barbour's pocketbook containing seven dollars and some cents was found on Robertson's person, also a knife which was recognized as Barbour's knife.

The young man denies all knowledge of Barbour's murder, but the circumstances point strongly to Robertson as the guilty party. Robertson was committed to jail to await the action of the grand jury.

Page McCarty's Mother Dead.

RICHMOND, Va., Jan. 14.—Mrs. Mary S. McCarty, widow of Hon. William Mason McCarty, of Fairfax county, and mother of Capt. Page McCarty, the well known Virginia newspaper man, died in this city to-day at an advanced age.

Their Places Filled by New Men.

RICHMOND, Va., Jan. 15.—The express messengers on the Richmond and Danville railroad went out on a strike to-day. To-night their places are filled by new men, and everything is working smoothly. The Coast Line messengers, it is thought, will go out to-morrow.

The Weather.

Forecast for Virginia: Fair, north-west winds.